

**AREA PLAN COMMISSION OF TIPPECANOE COUNTY
CITIZEN PARTICIPATION COMMITTEE
MINUTES**

DATE..... September 22, 2009
TIME..... 7:00 P.M.
PLACE..... Grand Prairie Room

ATTENDEES NAME

ORGANIZATION

Curt Ashendel	West Lafayette Bike Pedestrian Committee
Steve Clevenger	Citizen
Pam Judd	Citizen
Bill Arthur	Citizen
Sheila Klinker	State Representative District #27
Jim Beaty	Citizen

STAFF

TITLE

John Thomas	Assistant Director
Doug Poad	Senior Transportation Planner
Melissa Baldwin	Transportation Planner
Anna Burman	GIS Addressing

John called the meeting to order.

I. APPROVAL OF MINUTES:

John asked if there were any corrections to the July 28, 2009 minutes.

Steve stated that he was a citizen, and did not represent Focus on the Future anymore.

The minutes were approved as amended.

II. FEEDBACK AND DISCUSSION FROM GROUP REPRESENTATIVES:

John asked the committee if they had any feedback from the last meeting.

Curt asked for clarification on John's request for information from cyclists on their use of bicycle/pedestrian facilities.

John answered that he wanted to know where the facilities are located and which routes are used most often.

III. PROGRAM:

INTELLIGENT TRANSPORTATION SYSTEM ARCHITECTURE V 1.2

Melissa presented a general overview. She said that funding from the American Recovery and Reinvestment Act (ARRA) has generated two projects and they have been incorporated into the ITS Architecture. One is in Lafayette for new software and hardware to control 70 traffic signals. The signals can all be coordinated and controlled from a central location instead of having to go to each intersection. This will allow remote changes in timing patterns, such as game day at Purdue, parades, or holidays. She explained that the second project was for a new CityBus fare box system to allow on-board creation of traveler cards.

Curt asked what funds are used.

Melissa explained that both are funded with ARRA funds.

There was discussion of traffic signals in the community, when local jurisdictions would take over control of some state roads, and the removal of the signal at Fowler (US 231) and Vine in West Lafayette.

Melissa then asked for a motion to approve.

Steve moved to recommend approval, seconded by Curt and all approved.

2008 CRASH REPORT

Melissa distributed several handouts and reviewed them. Melissa stated the 2008 Crash Report is now available online. She pointed out that this year the following items were added:

- Top 10 days for weather related crashes,
- Individuals in crashes by state of residence and zip code,
- Individuals in crashes by age group and gender,
- Separate crash summaries for motorcycles, mopeds, and scooters,
- Three-year crash analysis with crash rates computed using MEV estimates and yearly crash totals for 2006-2008, and
- Select three-year intersection diagrams for locally controlled intersections.

She next reviewed summaries of crashes at three West Lafayette intersections that had a high number of crashes: Wood Street and Salisbury Street, University Street and 1st Street, and Stadium Avenue and Garfield Street. Most crashes are related to off-street parking.

Steve asked how the data was collected for the out-of-state vs. in-state data.

Melissa stated that the crash reports only provided information on the state where the vehicle was licensed. She went on to discuss moped crashes.

Sheila stated that she had tried to get a bill passed in the last legislative session on scooters and mopeds.

Melissa stated that she looked through last year's crashes and noticed that most of the moped drivers had licenses.

Discussion ensued about moped crashes.

Melissa continued with a summary of the three year crash data.

Jim asked how many wrecks are multiple or single at Newman Road.

Melissa stated that the number of crashes has gone down in the last three years.

Jim said that when he was on the fire department, a lot of the crashes were "head on."

Melissa continued explaining the diagrams, and discussion ensued about the crash information.

Melissa showed and explained some crash animations.

John informed the members that the animations are also on the web.

Sheila asked how long SR 43 North would be closed.

Melissa stated they hadn't heard. She reminded them that the crash data is a three year average.

Curt stated there are a lot fewer collisions on Greenbush than on Union.

Jim asked if the high crash locations on SR 26 are due to people trying to run the yellow or getting rear-ended because they are not paying attention.

Melissa answered mostly rear-ended.

Jim stated that more and more people are cheating on the yellow.

Sheila stated that was why they wanted to put cameras in.

HOT SPOT LIST

John announced that Melissa was leaving APC and going to work for CityBus.

Melissa reviewed many of the improvements that have occurred since last year.

Pam asked who is responsible for the ramp from North River Rd. up to the Harrison Bridge.

Melissa answered that the county would be. She then suggested going around the room and hear everyone's hot spots.

Curt said that there was no good way to get bikes across the Wabash. Vehicles turning Right at State and University are hazardous for pedestrians. Cars whip around the corner at Marsteller and Wood and there is no good place for pedestrians to cross.

Sheila said she is concerned about US 231 progressing quickly since there is a lot of construction on the south side of Purdue's campus.

Melissa said that we have received many comments from people wanting sidewalks on Happy Hollow.

Sheila said a man was hit running with traffic at 4 in the morning.

Discussion ensued about the information.

Jim said he was interested in getting trails/sidewalks on 26W from Airport Road to Newman Road and additionally getting bikes from Newman Road to Fort Ouiatenon. He suggested extending the Cat Tail Trail.

There was discussion about trails and sidewalks on SR 26.

Jim said his next one was Lindberg west of McCormick which is very dangerous for bikers.

Melissa stated that a lot of right-of-way was needed to put trails there.

Doug said that if the County Engineer is still here when that project starts, she would probably have a trail put in.

Jim said it would pay to install curb cuts and make sidewalks improvements in West Lafayette, because there are impediments, like telephone pole, in the sidewalks.

Melisa listed obstacles in the sidewalk.

Discussion ensued about curb ramps, telephone poles and other obstacles placed in the sidewalks and ADA compliance plans.

Bill said his list was similar to Jim's. SR 26 out to Newman needs pedestrian & bike trails, as does Newman Road. The traffic signals through campus on SR 26 are working, but the looped detectors are bad.

Discussion ensued about signals on SR 26.

Bill stated that a lot of people are riding bikes on the wrong side of the road.

Sheila asked if they were working on Happy Hollow.

John answered that Dave Buck is actively working on the project. He stated that Dave is trying to advance it because of sidewalk and trail needs and pavement condition.

Pam said she travels the bike lane on Grant and saw another cyclist going the wrong way. She asked if there was any education they could give Purdue students that bicycling isn't just cool, it is a responsibility. Another problem area she sees is that US 52 has no pedestrian crossings and riding a bike across it is dangerous.

Doug said that when they finish reconstructing US52 in Lafayette there will be sidewalks along some, but not all, of the route.

Discussion ensued about sidewalks on US 52.

Pam said the Wood & Sheetz intersection is hazardous for pedestrians because of people turning left. The concrete barrier at Grant & State, in front of the bookstore, is in the way and blocks the crosswalk.

There was discussion about the bike lane on Grant and people riding in the wrong direction.

Pam stated that the crosswalk at Riehle Plaza in Lafayette needs to be painted.

John stated that Lafayette didn't like to paint crosswalks at intersections without signals.

Discussion ensued about traffic and 2nd Street.

Pam said there needs to be a bike facility on North River Road to Happy Hollow Park.

John informed them of the current plans for trails and paths to Happy Hollow Park.

Discussion continued.

Pam stated the pedestrian button at the stop light at Robinson and North River Road takes forever to work.

Steve said at Morehouse & Kalberer, people use the cemetery as a short cut, and it is very dangerous. The cemetery needs a gate. Traffic primarily backs up in the afternoon when Harrison lets out. The next is that Morehouse isn't safe for bicyclists. There is also a back up on Morehouse from US 52.

Curt stated that Morehouse isn't wide enough to be safe for bicyclists.

Steve said that people use the Admiral gas station as a short cut, and a stop light at US 52 and Paramount is probably needed.

Doug said that was an issue right now. The developers know it is their responsibility but have not yet funded it.

Steve said that Klondike Road in front of the school needs to be wider. It would be easier for buses to turn into the school and would prevent the traffic from backing up into the US 52 intersection. Since the school starts later he hasn't seen it much this year. It would be nice to change the signal at Klondike/300W to have a left turn and then straight through

Melissa stated that she would talk to Opal, because that was a new signal and maybe the timing needs to be adjusted.

Steve stated that US 52 & Cumberland needs turn arrows for Cumberland. He doesn't know if that is in the Cumberland reconstruction plans or not.

John stated that he thought so.

Steve said arrows may help reduce the number of accidents there. There are also some site distance issues due to bushes by Wal-Mart.

Curt said we have nice sidewalks and trails, but getting across that intersection is hard for pedestrians and bicyclists. Poor pavement markings are part of the problem, and in the winter it is really hazardous. INDOT has long history of not being sensitive to those who walk and bicycle.

Steve stated that you still have the weaving problem on US 52 south of Cumberland with people wanting to turn into Wal-Mart. He thinks lowering the speed limit there has helped, but you still have backing up into Wal-Mart.

Discussion ensued about US 52.

Steve stated that the KB&S RR tracks at Lindberg are fairly rough. He said that he hadn't been on Klondike at the KB&S, but thinks it is probably in the same shape. People tend not to yield going up the ramp on the approach onto Harrison Bridge from US 231. He stated it is mowed at the intersection, but some of the brush needs to be trimmed further back.

Discussion continued about the ramps.

Melissa said that if they thought of anymore Hot Spots they should contact her in the next couple of weeks.

Curt said the Grant and Northwestern intersection needs an all walk phase for pedestrians similar to the treatment at Northwestern and Stadium.

Melissa stated that they are planning to do that.

ANNUAL LIST OF PROJECTS

Doug presented the annual listing information.

IV. QUESTIONS, COMMENTS AND SUGGESTIONS:

John asked if there was anything else.

Jim asked if there were any pedestrian and bicycle facilities on the Hoosier Heartland.

Doug answered no.

Curt stated there are two ways to get from Delphi to Lafayette without going on SR 25.

John stated that the existing SR 25 would become a low volume road.

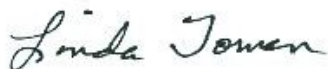
Doug described future trail development at the Prophetstown State park.

Jim asked about the dirt bikers building trails at the amphitheater, and a way to get there from campus.

V. ADJOURNMENT:

John thanked everyone for coming.

Respectfully submitted,



Linda Toman-Wilson
Bookkeeper/Secretary

Reviewed by,



John Thomas
Assistant Director